envisaged grant of shipbuilding subsidy (20% payable by the Government and 10% by the ship-owners) and also the loans at concessional rate of 9% to the extent of 80% of the cost of a ship to the Shipping Company placing orders with the Public Sector Shipyards including Hindustan Shipyard Ltd.

The said scheme was in vogue for a period of 2 years.

There is a proposal to extend the subsidy scheme with certain modifications.

Purchasing of Foreign made Ships

1287. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are encouraging shipping companies to buy foreign made ships;

(b) if so, the reasons therefor;

(c) the impact of such a policy on Indian shipyard; and

(d) the steps proposed to encorage purchase of Indian made ships?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) to (d) No, Sir. However, due to high cost of construction and long delivery period of the Indian Public Sector Shipyards, shipping companies prefer to acquire ships from abroad.

In order to revive Indian Public Sector shipbuilding industry, a subsidy scheme was introduced in September, 1993 for a period of 2 years. The scheme *inter-alia,* envisaged availability of subsidy of 30% over and above the basic price (20% payable by the Government and 10% by the shipowner) and availability of interest differential subsidy on loan of 9% upto an extent to 80% of the cost of the cost of ship. Action has since been initiated to further extend the said policy.

Revival Programme of Hindustan Shipyard Limited

1288. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have formulated a Rs. 500 crore Restructuring Programme to revive Hindustan Shipyard Limited in Andhra Pradesh;

(b) if so, the details of this revival programme; and

(c) to what extent jobs likely to be saved by this programme?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) to (c) There is a proposal to restructure the capital base of Hindustan Shiypard Ltd., which *inter alia,* consists of treating the outstanding Government loan and interest accrued thereon by way of partly writing off and partly converting them into equity. The restructuring of the capital base will facilitate revival of the company.

Indo-Bangladesh Treaty on Inland Water Transport

1289. SHRI SANJAY DALMIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is a treaty between India and Bangladesh relating to Inland Water Transport;

(b) if so, the volumes of cargo movement under the treaty between the two countries during the last three years;

(c) whether there are operational and other difficulties in increasing cargo movement along the river rout under the treaty; and

(d) if so, the steps taken by Government to review and, if necessary, revise, the treaty to facilitate and augment transportation of goods between India and Bangladesh?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir,

(b) The Volume of Cargo moved through CIWTC between India and Bangladesh is as under:—

Year	Tonnage (in MT)
1993-94	21.113
1994-95	25.536
1995-96	62.772

(c) Operational difficulties such as restriction in number of ports of call, renewal of voyage permission, delay in Custom clearance, etc. are being experienced by CIWTC.

(d) The Standing Committee comprising representatives of both India and Bangladesh constituted under the provisions of the Indo-Bangladesh Protocol on Inland Water Transit & Trade met on 27th and 28th February 1997 in New Delhi to discuss and remove the bottlenecks in Cargo movement between the two countries.

केन्द्रीय सड़क निधि में वृद्धि

1290. **श्री महेश्वर सिंह:** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या केन्द्रीय सड़क निधि में वृद्धि के संदर्भ में संसद के दोनों सदनों द्वारा पारित प्रस्ताव को कार्यान्वित करने हेतु मंत्रिमंडल द्वारा हाल ही में कोई अंतिम निर्णय ले लिया गया है; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और यदि नहीं, तो इसके क्या कारण है?

जल-भूतल परिवहन मंत्री (श्री टी० जी० वेंकटरामन): (क) जी नहीं।

(ख) मामला अभी विचाराधीन है।

Amendments in the Motor Vehicles Act

1291. PROF. RAM KAPSE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any amendments to the Motor Vehicles Act are contemplated on account of frequently changes in the automobile technology and traffic management practices; if so, the salient features thereof;

(b) whether any other measures are proposed to be taken up to curb the threat of forged licences and permits; and

(c) if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Amendment in the Motor Vehicles Act is a continuing process and as and when any technical or other developments so warrant, necessary changes in the Act are incorporated.

(b) and (c) The power to issue licences and permits is vested with the State Governments and they have been advised from time to time to curb this threat.

Share from the Central Road Fund to Kerala

1292. SHRI JOY NADUKKARA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the share of Kerala from Central Road Fund and the amount paid to this State during last three years; and

(b) the amount due as on date and by when the balance is likely to be paid?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) The balance share of Kerala from Central Road Fund (CRF) as on 31.3.1997 is Rs. 183.66 lakhs on the basis of tentative accruals of the consumption of petrol in the State.

Funds from CRF are allocated on lump-sum basis having regard to the accruals on the basis of consumption of petrol in the respective States, scheme